

**Town and Country Planning Act 1990
Section 78 Appeal**

Appeal at 2 Stansty Road, Stansty, Wrexham, LL13 8HA.

COUNCIL'S STATEMENT OF CASE

PINS Ref: 3274246

LPA Ref: P/2020/0813

1 THE SITE



2 SITE HISTORY

- 2.1 P/2009/0763 – Change of use to house of multiple occupancy. Approved 02/11/2009.

3 PROPOSAL

- 3.1 Planning permission is sought to change the use of the existing 6 bed HMO to a 7 bed HMO.

4 LOCAL PLANNING POLICY

- 4.1 Wrexham Unitary Development Plan is the adopted development plan for the area.
- 4.2 The site is located within Wrexham Settlement Limit. UDP policies GDP1, H4 and T8 are applicable.
- 4.3 Relevant guidance is also contained within Local Planning Guidance (LPG) Note 5 – Houses in Multiple Occupation and Local Planning Guidance (LPG) Note 16 – Parking Standards.

5 CASE FOR THE LOCAL PLANNING AUTHORITY

Planning History - Previous application granted under P/2009/0763

- 5.1 An application to change the use of this property from a dwelling to a 6 bed HMO was granted planning permission under P/2009/0763.
- 5.2 At that time, a maximum of 4 parking spaces was required to serve the 6 bed HMO. Only 1 space was achievable on the site.
- 5.3 The shortfall of 3 on-site parking spaces was accepted, on the basis that the existing use of the property as a minimum 3 or 4 bed dwelling would already result in a shortfall of 2 on-site parking spaces.

Appeal Proposal

- 5.4 LPG 16 requires that a 7 bedroom or more HMO provides 4 car spaces for the first 6 bedrooms and 1 car space per 2 bedrooms thereafter.
- 5.5 The proposal therefore requires provision of 4.5 parking spaces, which, rounded up, is 5.
- 5.6 The proposed development therefore has the potential to increase existing levels of on-street parking demand by an additional 1 no. space.
- 5.7 The proposal would result in an overall shortfall of 4 on-site parking spaces. This would lead to the majority of residents within the HMO having to rely on on-street parking, therefore increasing the potential for congestion and parked vehicles along Railway Road and the surrounding areas.
- 5.8 This, consequently, has the potential to adversely impact on the free flow of traffic in the area and also reduces the amount of available parking on the surrounding roads, causing resultant harm to highway safety. The proposal would conflict with UDP Policy GDP1 and the provisions set out in Local Planning Guidance Note 16.

7 CONCLUSION

- 7.1 For the reasons set out above, the Local Planning Authority respectfully requests that the appeal be dismissed. However should the Inspector be minded to allow the appeal, a list of suggested conditions is attached at Appendix 1.